



Request for City Council Committee Action From the Department of Public Works

Date: August 12, 2003
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: **Authorization to Negotiate with Property Owners on the Loring Bike Project**

Recommendation:

1. Authorize negotiation with private property owners to acquire easements as necessary.

Previous Directives:

- Resolution 97R-036 – Recommending the project be submitted to MnDOT for inclusion in the 1997 ISTEA Reauthorization Bill.
- Resolution 97R-210 – Recommending that Federal Funds be sought and that the City would commit to providing the necessary matching funds (80% federal-20% local).
- Resolution 2001R-507 - Project identified as part of the adopted Five-Year Capital Improvement Program.
- Resolution 2002R-476 – Project identified as part of the adopted Five-Year Capital Improvement Program.

Prepared by: Stephanie Malmberg, Engineering Services, 612-673-3365

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Stephanie Malmberg, Graduate Engineer, Engineering Services

Financial Impact (Check those that apply)

☒ No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

☐ Action requires an appropriation increase to the Capital Budget

☐ Action requires an appropriation increase to the Operating Budget

☐ Action provides increased revenue for appropriation increase

☐ Action requires use of contingency or reserves

☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information Attached:

This Federally funded two phase project originated in the mid 1990s with the following two goals in mind. The first goal was to create a safe connection for bicyclists over the Hennepin Lyndale bottleneck. The second goal was to complete the bicycle connection between uptown and downtown. Phase I includes Segments A and C, phase II includes Segments B and D (Figure 1 presents the overall project).

Segment A – The original proposal for Segment A consisted of constructing a bike path through the Minneapolis Community Technical College plaza to get commuters from Loring Park into downtown. Following the original proposal, the Minneapolis Park Board constructed a bike path through Loring Park which successfully satisfies the bike connection between the SW corner of Loring Park and downtown Minneapolis. Choosing to use the existing infrastructure built by the Park Board in 1999 reduced the scope of work and the resulting project costs.

Segment B - Involves placing an off-street 8 foot wide bicycle path and 5 foot wide sidewalk along Hennepin Avenue between Oak Grove Street and Groveland Avenue (Figure 2). This piece will complete the connection between the proposed bridge and Loring Park. The City of Minneapolis may need to acquire property at this location.

Segment C - Consists of a proposed Bicycle/Pedestrian Bridge (Figure 3), located just north of Franklin Avenue, will extend from Aldrich Avenue South and the South Frontage Road of I-94 to approximately 150 feet east of Lyndale Avenue (near the I-94 entrance ramp). The proposed bridge will pass over the following three roadways: southbound Lyndale Avenue, northbound Lyndale Avenue and the I-94 exit ramp. The contemporary style bridge will follow the existing curve and profile of the adjacent freeway entrance ramp, will blend in with the local architecture, and will consist of simple structural components. The City of Minneapolis will require property in Segment C for both a temporary and permanent easements.

Segment D, located just west of the bridge, entails plans to enhance the area with lighting and landscaping.

Funding and Schedule

Funding submitted in the 2004-2008 CBR is as follows:

Net Debt Bonds	\$ 213,000.00
Federal Transportation Enhancement Funds	700,000.00
Federal Livable Communities Supplement	400,000.00
Federal Surface Transportation Program	1,093,000.00
Neighborhood Revitalization Program	200,000.00
Municipal State Aid	<u>150,000.00</u>
Total Project	\$2,756,000.00

The project is currently in the design phase and is scheduled for 2004 construction.

Attachment 1 - Figure 1 Overall Project

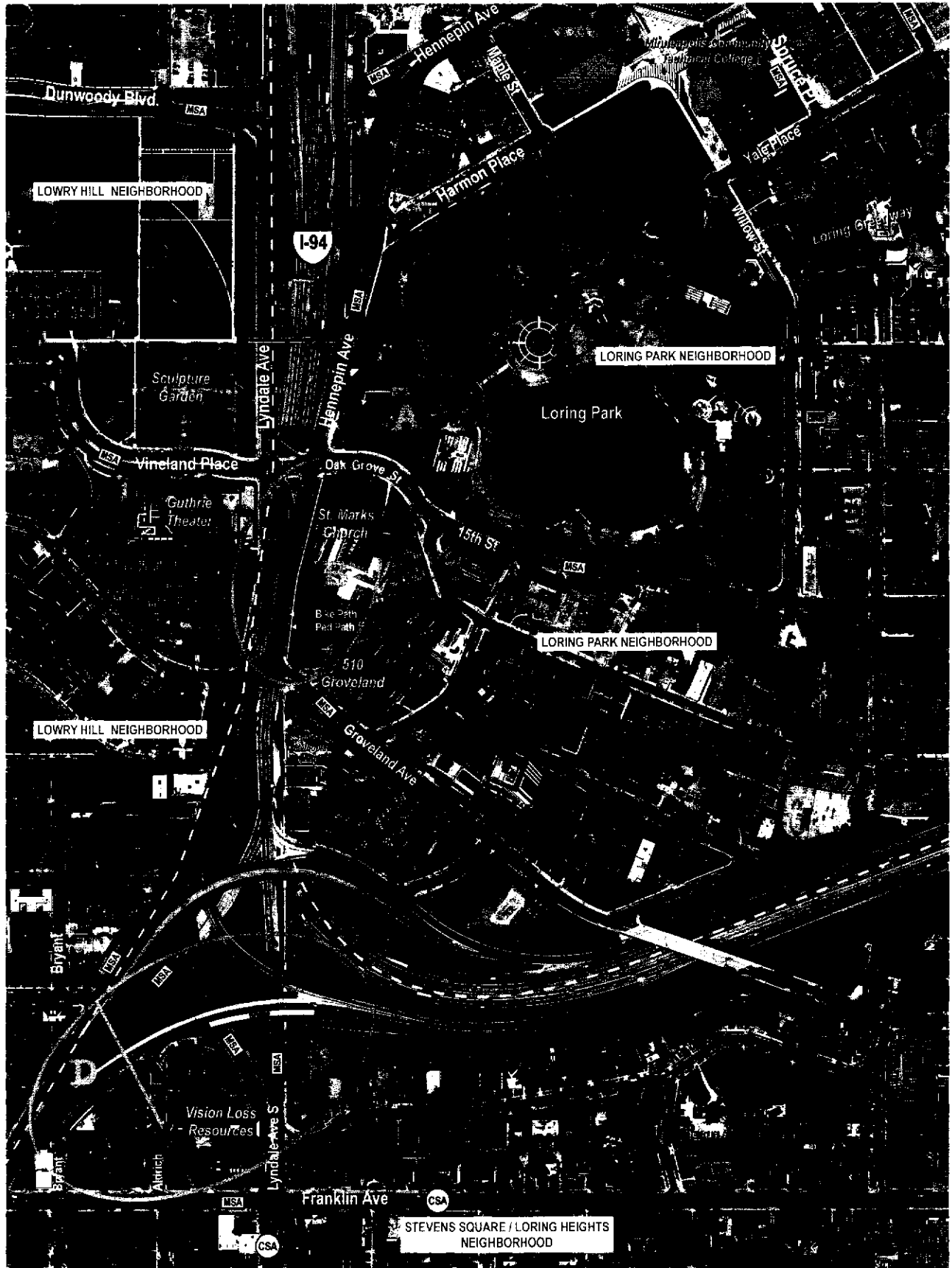
Attachment 2 - Figure 2 Ortho and Virtual Reality Image of Bike Path along Hennepin Avenue


Attachment 3 - Figure 3 Plan View of Proposed Bridge

Cc: Council Member Lisa Goodman, Ward 7
Council Member Dan Niziolek, Ward 10

LORING BIKEWAY PROJECT

Figure 1
















MINNEAPOLIS
DEPARTMENT OF
PUBLIC WORKS

October 31, 2002
February 19, 2003
June 2003

PRELIMINARY - SUBJECT TO CHANGE



NORTH

LEGEND	
	Existing Bike Paths and Lanes
	Future Bike Paths and Lanes
	Proposed Bike Paths
	Proposed Ped Paths
	Bridge
	Project Segments
	Project Segment A area revision from original project application
	Neighborhood Boundaries (Shown in White Long Dash)
	CSA Routes
	MSA Routes

Loring Bikeway Project - Figure 2

2



Existing Photos

1



1



LORING BIKEWAY PROJECT

FIGURE 3

GENERAL NOTES

- ① EMERGENCY ACCESS
 - MOUNTABLE CURB
 - ELIMINATES 2 PARKING SPACES

LEGEND

- PROPOSED BRIDGE
- PROPOSED ROADWAY
- PROPOSED BIKE PATH
- PROPOSED PED PATH
- PROPOSED RETAINING WALL
- PROPOSED PED LIGHTING
- PROPERTY ACQUISITION
- CONSTRUCTION EASEMENT

